



## **Memorandum**

**Date:** May 13, 2015

**To:** West Linn City Council

**From:** Chris Jordan, City Manager *ej*

**Subject:** Legislative Update

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Attached is a legislative update from the City's lobbyist, David Barenberg.

Also attached is a synopsis prepared by ODOT regarding the I-205 widening project which is currently being considered in the legislature. I will ask the Council for your position on this concept at the May 18 work session so that we can provide direction to Mr. Barenberg.

Attachment

## **Legislative Update**

The big news item for next week will be the release of the Revenue Forecast. This is the revenue estimate that the 2015-2017 state budget is based on. The expectation is that the Kicker will kick reducing state revenue by almost 2% coupled with the Supreme Court ruling on the PERS case has had a major impact on funding issues. Already there is increased scrutiny for funding new programs that will require funding in future sessions.

### **HB 3211 - Stafford Metro Urban Reserves**

Status - Died in House Committee on Rural Communities, Land Use and Water.

I Don't expect that the Stafford Issue will pop up again this session, one issue related to Clackamas County land use, Wilsonville still expects Langdon Farms issue to Pop up.

### **HB 2984 A - Urban Forestry**

Status - In the Joint Committee on Ways and Means,, was sent there after being amended in House Agriculture and Natural Resources Committee.

As amended this bill is a pilot program only in Clackamas County. It preempts cities tree ordinances as they apply to other governmental entity land, but not private residential, or non-profit property unless the city chooses to enter the program and works out terms with the County. The bill has a \$750,000 cost which requires an appropriation. The bill was sent to Ways and Means (meaning the Ways and Means Committee would have to decide to fund). It also sunsets (ends) 3 year sunset. Clackamas County has been working with Rep. Parish on an additional amendment to make the program more workable on their end. Rep. Parish is hopeful for funding and advancement of the bill. I think given the fiscal challenges the state is facing that funding and therefore further consideration is unlikely.

### **SJM 10 - Willamette Falls Resolution urging Federal Historic Designation and Funding for the Locks**

Status Falls - Passed! Resolution passed House Wednesday 50-9, had previously passed the Senate 30-0. It is a resolution of the House and Senate so it does not go to the Governor.

This Joint Memorial urges Congress to pass legislation to create the Willamette Falls National Heritage Area, appropriate funds to restore and open Willamette Falls Locks, and facilitate revitalization of the proposed area. the bill was passed on the 100th anniversary of the transfer of the locks from private hands to government.

### **Transportation Funding**

Status - Life Support

The bill is still hung up on low carbon fuels issue and not likely to move this session. There has been some discussion of possible ways to break the impasse, (modify the, not repeal the LCF) but the clock is ticking down. The discussion of a possible special session has waned.

Stakeholders are starting to think of future strategies. Portland Mayor Hales is sending a letter to Mayors asking them to sign on to a letter urging action this session.

### **SB 117 - Orphan Highways Task Force**

Status - Ways and Means, passed Senate Business and Transportation

Bill creates a Creates Task Force on Jurisdictional Transfers to facilitate transfer of highway jurisdiction from city or county to state as well as from state to city or county. The Task Force has legislative members as well as representatives of urban and rural cities and counties. This bill creates the mechanism for prioritizing orphan highways for funding. The Oregon Transportation Forum ( group comprising transportation stakeholders from local governments, trucking, AAA, the environmental community etc.) has recommended that one penny of a gas tax increase (\$24million/year) be dedicated to funding transfers.

### **Amtrak Cascades - SB 5040 (ODOT) Budget**

Status - Ways and Means

This program is at risk. The state cost of running the program for the biennium is \$10 million, \$5 million is on the table, not enough. Next biennium Fed funding runs out and the state cost increases to \$30m. Next biennium will have to fund the PERS ruling, so there is increased scrutiny on programs that have costs, especially ones that increase in future biennium. The issue is one that the Ways and Means Chairs in particular are grappling with. This issue is one that is especially important to Oregon City with its station. Sen. Devlin as Co-Chair of Ways and Means is key in this discussion.

### **HB 2544 - Mid Term Collective Bargaining**

Status - In Senate Workforce, had a hearing but not s a work session. Passed House.

Requires issue subject to collective bargaining during term of agreement that is not resolved through negotiation or mediation be resolved through binding arbitration. Requires matter be submitted for mediation before binding arbitration. Prohibits public employees from striking when issue subject to collective bargaining during term of agreement is subject to binding arbitration. Many believe this bill is a harder sell after the PERS Ruling.

### **SB 9 - Public Records**

Status - In the House. Passed Senate on Tuesday 30-0.

Directs Secretary of State to conduct performance audit of state agency public records retention and disclosure practices, including analysis and recommendations on specified criteria. This bill is the prelude, the information gathering phase for a future session, likely 2016 update of the records law. While the bill currently is only focussed on state government, I believe it will be expanded to include local government.

# I-205 Southern Area: Stafford Road Interchange to Hwy 99E Widening Project Summary

## Project Need

Interstate 205 serves as a major regional connection providing access to and from the East Portland area, Clackamas County, freight distribution centers, and many other significant locations. Congestion along this corridor creates a bottleneck for goods and services and diminishes the ability to provide a viable alternative to Interstate 5. The project area has multiple hours a day where congestion is problematic leading to difficult operational conditions. In addition, merging and weaving configurations in this area create safety issues.

## Project Description

Add the third through lane on I-205 between Stafford Road and Hwy 99E. This would create a three lane cross section in each direction, with a four lane crossing over the Abernethy Bridge to facilitate direct auxiliary lane connections between OR43 and Hwy 99E.

## Background Information

The corridor has an average traffic of approximately 80,000 to 102,000 daily vehicles, with the heavier use in the OR43/Hwy 99E segment to the east. Average speeds during the AM and PM peak periods are generally 45-55mph, but the merging and weaving from on/off-ramps can cause speeds to drop to lower levels (15-30mph) creating congestion.

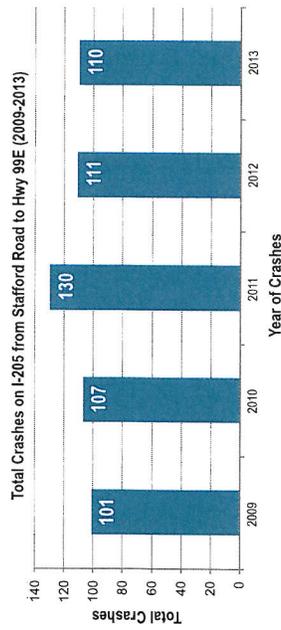
Travel time along the corridor can take approximately 7 minutes without any congestion at all. On average, the morning commute can add approximately 1 minute to this average travel time, while the evening commute can add approximately 3 minutes to this average travel time. Roughly 9 out of 10 trips along the corridor take 11 minutes or less.

Speeds are generally in the 45-55mph range for most of the day, but during the peak periods then can drop to 30mph due to weaving and merging.

Crash data over the most recent 5 years (2009-2013) shows a total of 559 crashes, of which 71% were rear end. These types of crashes area typically due to congested conditions and merging/weaving. There were 2 fatalities along the corridor, both occurring in the southbound direction (one in segment A and one in segment B).

There are three Top 10% Safety Priority Index System (SPIS) sites on the corridor all in the OR43 to Hwy 99E area.

The trend for crashes from 2009 up to 2013 is up by 9%. However, the last two years have shown a decline of 16% from a peak in 2011 at 130, to 110 in 2013.



## Users

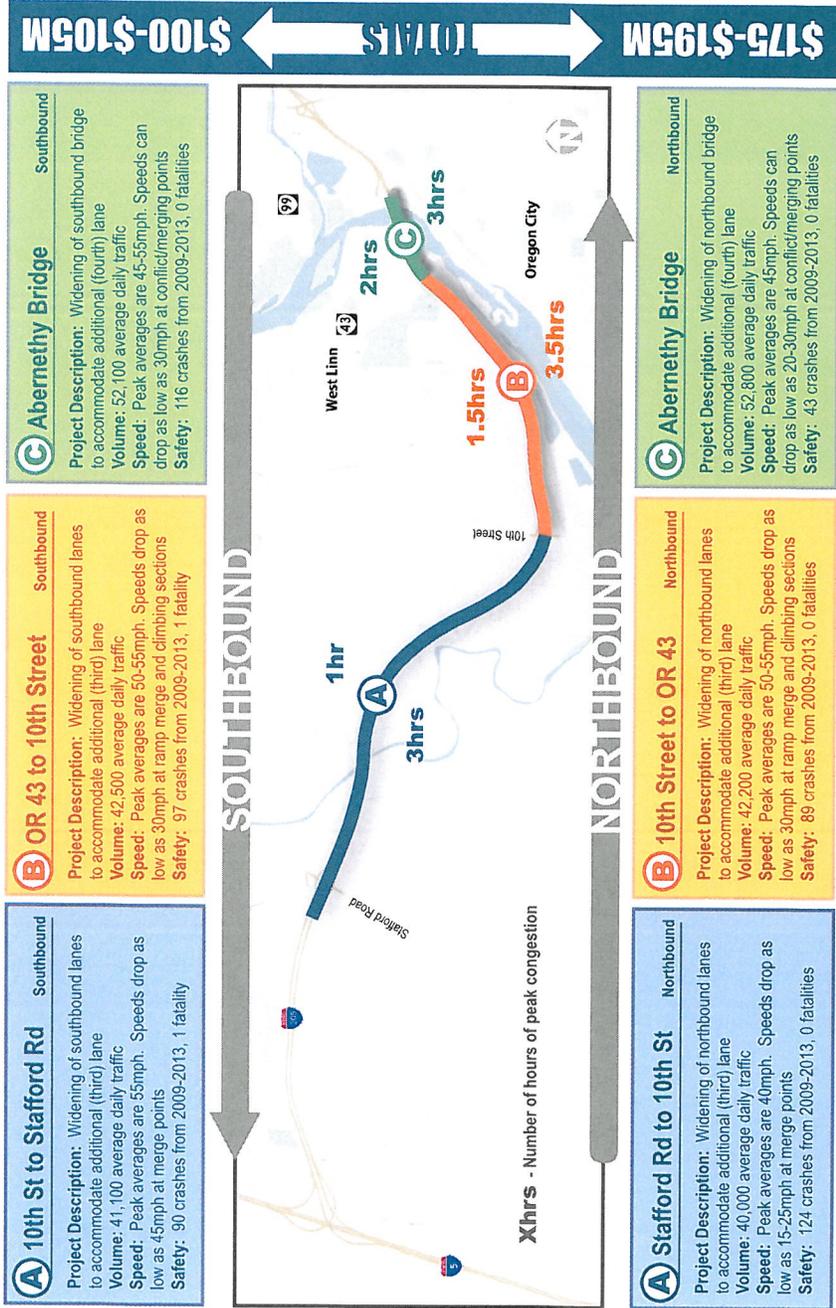
Both now and in the future approximately 2/3 of the users on the roadway are through users, with 1/3 of the users having a "local" trip that starts or ends in the area. Congestion along Interstate 5 is showing a shift of users to this corridor with longer commutes destined to Clark County. These types of trips are roughly 5% of the corridor use today with a future estimated use of 13-23%. Approximately 3/4 of the northbound users are going to the East Portland/Clackamas County area south of Foster Road, while approximately 50% of southbound users are going to locations using I-5 southbound. In addition to providing additional capacity on I-205, the project has the potential to attract 20-25% of trips from Willamette Falls Drive, and 10-15% from OR43.

## Cost

As the figure to the left indicates, the project has three different costs depending on location and phasing. The Abernethy Bridge (Segment C) would likely be constructed as one element and is estimated at approximately \$80-\$85M. The northbound widening (Segments A and B) is approximately \$110-\$125M, while the southbound widening (Segments A and B) is approximately \$85-\$90M. The overall project total is estimated at \$275M-\$300M.

## Anticipated Benefits

The anticipated benefits of the project are reduced periods of congestion with operational and safety benefits. The additional auxiliary lanes will create a continuous three-lane cross-section of I-205 from I-5 to as far north as the Columbia River. Auxiliary lanes allow for the merging of vehicles onto the roadway system at interchanges more safely by providing a lane to reach the speed of traffic they are merging into.



Information provided here assumes no new interchanges or surface street improvements and is focused on the freeway. It is at a planning level and results are subject to change with further refinement and/or analysis.